



# **INDIANA DEPARTMENT OF TRANSPORTATION**

*Driving Indiana's Economic Growth*

## **Design Memorandum No. 12-15** **Technical Advisory**

June 8, 2012

**TO:** All Design, Operations, and District Personnel, and Consultants

**FROM:** /s/ Todd Shields  
Todd Shields  
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Technical Services Division

**SUBJECT:** Microsurfacing

**REVISES:** *Indiana Design Manual* Section 52-11.01, item 4

**SUPERSEDES:** Design Memorandum 11-24 Technical Advisory

**EFFECTIVE:** September 12, 2012, Letting

The locations of existing surface irregularities, including bumps, to be addressed, should be shown on the plans. Quantities should be determined and incorporated into the milling or patching quantities.

If a public road or other approach requires microsurfacing, separate quantities should be determined and identified as microsurfacing for approaches.

Mainline ESALs should be shown on the title sheet's traffic-data block, as the type of aggregate used is dependent on ESALs.

Quantities for tack coat should not be determined for microsurfacing, as this is included in the microsurfacing quantity. However, they should still be determined as required for other HMA work.

Temporary removable pavement markings may be either tape or paint. Permanent marking materials should be paint or multi-component.

A lane-rental cost should be determined. See *Indiana Design Manual* Section 81-3.02 item 5. *Manual* Figure 81-3D part II B includes the calculations which can be used to determine the hourly lane-rental rates. Once this information is known, it should be incorporated into Recurring Special Provision 411-R-432, as the closure-period rate. The provision should then be called for in the contract set. It is attached herewith.

TS:alu  
Attachment

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